

**AXON ENROLLED IN
CAUSE OF SUFFRAGE**

Under is "Golden Flyer" That Will Take Mrs. Alice S. Burke to Pacific Coast.

When the Saxons dominated Eng-
land they were lords and masters of their women. Suffrage for the gentle-
sex was not dreamed of by them. But
times have made changes, and the
Saxons have kept pace with the times.
For that reason alone the selection
of a "Fom" roader as the car to
bear Mrs. Alice Suiter Burke from
New York to San Francisco in the
interest of the votes for women move-
ment was in line with the progress of
woman ideals. Officials of the Saxon
Motor Car Company, however, consid-
ered it a distinct tribute to the sturdiness
and reliability of the motor cars.
Burke accompanied by Miss Ned
Richardson, expects to cover thousands
of ground between New York and the
Western coast, and every foot will be traveled in the little roader.
The departure of the "Golden Flyer"
has been christened, as made from New York, Mrs. Carrie
Chapman Catt, president of the Na-
tional American Woman's Suffrage As-
sociation, cheered the motor car.
She took a leather cap and over
her hood a leather jacket naming it "Golden
Flyer." Speeches by several of the
suffrage leaders and a long parade
of motor cars, which escorted the trav-
elers to the edge of the city, completed
the demonstration.

Mrs. Burke and Miss Richardson left
equipped with all manner of luggage
for a long journey. In addition to
their personal effects, the roader carried
a typewriter and a sewing machine.
Both Mrs. Burke and Miss Rich-
ardson believe that every woman
should be able to do her own dress
making, and they had a small sewing
machine fitted to be carried in the
motor car, so that they could keep
their garments in order throughout the
long journey.

The roader, now the "Golden Flyer," is a light, well balanced, regular
motor car equipment. The women will alternate in driving the
machine and they are confident that
they can even change a tire, should
this prove necessary along the country
roads and away from garage facil-
ties.

**WONDERFUL ENAMELING
PLANT AND EQUIPMENT**

Dodge Brothers' Factory Has Capacity
to Handle 1,500 Bodies Every
Twenty-Four Hours.

The remarkable finish of the steel
bodies of Dodge Brothers motor
cars is always the subject of admiration
where motor enthusiasts gather
for comparisons, and this has led to
many conjectures as to how the finish
is applied.

The department in which the bodies
are enameled in the plant of Dodge
Brothers at Detroit, was developed
from the plan and a portion of the
process is secret.

The steel bodies are carefully prepared
for the reception of the enamel
which is applied in a manner develop-
ed in the plant, and are then con-
veyed through a battery of ovens ap-
proximately 1,000 feet long by a double
chain system.

When they emerge, the enamel has
been baked on under a high heat
than has attracted so much attention.
The entire installation cost more
than \$100,000, and many parts of it are
exclusively Dodge Brothers. The heat
is automatically controlled by elec-
tricity and the temperature is main-
tained evenly within five degrees. The
heat loss is but 4 per cent, so careful-
ly has insulation been worked out.

The ovens have a capacity of 1,500
completely enameled bodies every
twenty-four hours.

**GEORGIA NOW LEADING
IN WORKING CONVICTS**

Report of June 1, 1915, Showed 2,362
Felony and 3,182 Misdemeanor
Convicted at Road Work.

Convict road work is developed in
Georgia to a greater extent than in any other State, June 1, 1915, according to
a report received by the National Com-
mission on Prisons. Judge George George
T. Axon of Savannah, 2,362 felony and
3,182 misdemeanor convicts were em-
ployed on the roads.

The State prison commission has super-
vision over all felony and misde-
meanor prisoners in Georgia. This
centralized control is in advance of the
method in vogue in most States of
placing misdemeanors prisoners under
county control. It makes possible the
better development of any labor sys-
tem, on roads, farms, or in manufac-
turing.

All male prisoners capable of road
work and work upon drainage systems
are promoted out to the various counties
which make requests for their pro-
tection exclusive of boys under fifteen
or infirm convicts. Any two or
more convicts may combine for the
protection of their respective counties with
the approval and consent of the State
commission. A county has the right to
insist on the roads, the county receiving the
convicts paying for their services by an

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